

Page 3, please delete paragraph 9 and replace it with the following new paragraph:

G2
Figure 3 is a schematic view illustrating an intake air system 200. An inlet end 212 of a front air intake pipe 214 is positioned at the front of the ATV 100 adjacent the steering column, just below a mounting plate 115 for mounting equipment, e.g., an instrument panel and/or a dash board. The inlet end 212 is positioned at substantially the highest point of the ATV 100 to substantially eliminate entry of mud or water caused either by immersion when traversing relatively deep water or by splashing when traversing wet terrain. The front air intake pipe 214 is connected to a sleeve 216 and a rear air intake pipe 217 that leads to the air box 201, which is positioned just below a rear portion of the seat 107. Clamps 210 secure the front air intake pipe 214 to the sleeve 216, and the sleeve 216 to the rear air intake pipe 217. Intake air from the air box 201 is supplied to the carburetor 152 using a hose 206 that is held by a clamp 210 to the carburetor 152. Air is supplied to an engine valve cover (not shown) and the engine 150 using a vent hose 222, clamps 218 and 219, PCV valve 221, oetiker clamp 227, vent hose 226, "Y" fitting 228, hoses 229 and 230 and fitting 233. The air filter 155 is placed in the air box 201 along with a foam member 220. Air intake tubes 211 fit within the air filter 155. A cover 226 is secured by cover brackets 232 to the air intake box 201.

Page 4, please delete paragraph 12 and replace it with the following new paragraph:

G3
Furthermore, both of the prior art intake systems 200 and 720 share an additional drawback in that the respective inlets 212, 722 are located just in front of the rider. With this arrangement, the rider is exposed to a substantial degree of noise and vibration emanating from the inlets 212, 722.

Page 7, please delete paragraph 25 and replace it with the following new paragraph:

G4
In embodiments of an all-terrain vehicle, the aperture in the fender structure may be a ventilation opening that supplies intake air to a radiator positioned adjacent the engine. Also, the intake pipe may include a clip that attaches to the fender structure.

Page 8, please delete paragraph 36 and replace it with the following new paragraph:

G5
Figure 8 is a top view of the air intake system of Figure 5 illustrating one embodiment of the manner in which the air intake box is connected to both the frame and fender structure;

Page 9, please delete paragraph 42 and replace it with the following new paragraph:

a4

Figure 13A is a top view of the cover portion and rear fenders shown in Figure 12;

Page 9, please delete paragraph 46 and replace it with the following new paragraph:

The air intake system 300 includes an air intake pipe 302 connected to the main body 351 of the air box 301, toward the rear of the ATV 500. The air intake box 301 includes a port 303 that is connected to and provides intake air to an outlet pipe 304 that leads to a carburetor 352 (Figures 6 and 7). The air box 301 also includes ports 305A and 305B, which are connected to vacuum pipe 306A and engine ventilation pipe 306B, respectively. The vacuum pipe 306A is connected to the carburetor 352 and applies vacuum pressure from the carburetor 352 (generated by the engine 600) on a valve element (not shown) situated within the air box 301. It is contemplated that the valve element may be used to control the quantity of intake air allowed to enter the outlet pipe 304 from the air box 301. The engine ventilation pipe 306B serves to vent components of engine 600 such as a crankcase and valve cover through respective ventilation pipes 307, 308. As shown in Fig. 5, engine ventilation pipe 306B includes a "Y" fitting 311 to connect both the crankcase and valve cover of the engine 600 via pipes 307, 308, respectively to the engine ventilation pipe 306B. There are, of course, different configurations possible for the input to and output from the air box 301 dependent upon the particular design of the engine 600.

On page 11, please delete paragraph 51 and replace it with the following new paragraph:

Figure 8 is a top plan view illustrating one preferred connection arrangement between the air intake system 300 and the frame 120. Figure 8 also illustrates one preferred arrangement for connecting the air intake system 300 to a connecting wall 502 that is positioned between and preferably formed integrally with the fender structure, e.g., rear fenders 516 (Figure 12). Referring back to Figure 6, the frame 120 includes a frame adapter member 125 connected to the frame 120 using, for example, a standard nut and bolt assembly 142 (Figure 8), or other suitable fastener. The adapter member 125 includes a lateral extension 127 on each side of a main support bar 123 of the frame 120. The lateral extension towards the air box 301 includes a bolt hole through which a bolt 340 (Figure 9) extends to secure the air box 301 to the adapter member 125 of the frame 120. As shown in Figure 9, which is an enlarged cross-sectional view along line IX - IX of Figure 8, the extension 353 of the air box 301 and one of the lateral extensions 127 of the frame 120 (on the side of the

340 main support bar 123 facing the air box 301) are bolted together using the bolt 340 and a nut
342.

On page 11, please delete paragraph 52 and replace it with the following new paragraph:

As shown in Figures 8, 10, 13 and 13A, the air intake pipe 302 extends beneath the connecting wall 502 and extends upwardly through a bottom wall 506 defined by one of a plurality of channels 590 (Figure 13) that are preferably formed as part of the fender structure. Referring to Figure 13A, the bottom wall 506 may be provided with a U-shaped aperture 505, through which the intake pipe 302 extends. Alternatively, or in addition, the intake pipe 302 can be guided through an aperture (not shown) formed in a side wall of the connecting wall 502, rather than in the bottom wall 506 of, one of the channels 590. As shown in Figures 8 and 11, the connecting wall 502 also includes a slot 504 for receiving a fastener formed as part of the intake pipe 302. For example, a clip 315 made of a resilient material and integrally formed with or connected to the intake pipe 302 can be provided to fasten the intake pipe 302 to the connecting wall 502. The detail view of Figure 11 shows that the clip 315 extends through the connecting wall 502 to secure the intake pipe 302 with respect to the connecting wall 502 such that the inlet end 312 of the intake pipe 302 is fastened in a predetermined position with respect to an aperture or a ventilation opening 520 (Figure 13) on the fender structure, e.g., the rear fenders 516 of the ATV, as described below.

On page 12, please delete paragraph 53 and replace it with the following new paragraph:

A 10 Like the ATV 100 shown in Figure 1, the ATV 500 according to the invention has fender structure that includes rear fenders 516 on either side of a seat 507, as shown in Figures 12 and 13. The rear fenders 516 include apertures or ventilation openings 520. Also, since the power unit (engine) is positioned at least in part beneath the seat 507, additional ventilation openings 547 are preferably provided in the base portion of the seat 507 in order to ensure proper ventilation of the engine compartment. The ventilation openings 547 preferably extend to the side of the seat 507 since accessories, which could block the openings, may be provided in front of the base portion of the seat 507. Figure 12 also shows protection grills 530 that are connected to a cover portion 513. The protection grills 530 prevent large objects from entering into the channels 590 (Figure 13) that lead to the radiator

A¹⁰ and fan assembly 170, which are more fully described in U.S. Patent No. 6,296,073 and allowed pending application 09/057,652.

A¹¹ On page 12, please delete paragraph 54 and replace it with the following new paragraph:

Figure 13 schematically shows the position of the airbox 301 next to the connecting wall 502 between the rear fenders 516. The intake pipe 302 of the air box 301 is guided beneath the connecting wall 502 and through a bottom wall 506 of the channels 590 (via aperture 505) so that the inlet end 312 has access to intake air that enters at least one of the ventilation openings 520. The slot 504 for receiving the clip 315 that is integrally formed with or connected to the intake pipe 302 is also shown. As shown in Figs. 10 and 11, the slot 504 is positioned such that the inlet end 312 of the intake pipe 302 is positioned to receive intake air through at least one of the ventilation openings 520. As such, the ventilation openings 520 provide intake air to both the radiator and fan assembly 170 as well as the intake air system 300. As shown in Figure 13, The inlet end 312 of the intake pipe 302 is positioned adjacent a rear lateral portion of the seat 507. In this position, the inlet end of the intake pipe 302 is positioned rearward of the front wheels 102, and preferably above one of the rear wheels 103. As also shown, the inlet end 312 of the intake pipe 302 curves to the right side of the ATV, toward a right one of the rear fenders 516. In this manner, in the illustrated preferred embodiment, the air intake pipe 302 draws air from substantially only one of the ventilation openings 520, which is on the right side of the ATV, as shown in Figure 13.

A¹² On page 13, please delete paragraph 55 and replace it with the following new paragraph:

It is also contemplated that the intake pipe 302 may curve to the left, so as to draw air substantially from the left side of the ATV, or may be disposed proximate the center of the ATV, between the rear fenders 516, so as to draw air from both ventilation openings 520. Furthermore, the intake pipe 302 may be configured such that an intake opening 360 provided by the intake pipe 302 is arranged in a generally forwardly facing direction so as to confront connecting wall 502. In this manner, there is a decreased likelihood that foreign objects or water may enter the intake opening 360.

On page 13, please delete paragraph 56 and replace it with the following new paragraph:

Alternatively, the intake pipe 302 may be configured such that the intake opening 360 faces toward a rear of the ATV, or laterally toward the center of the ATV. Obviously, foreign objects and water are substantially prevented from entering the intake opening 360 in any of these arrangements due to the orientation of the intake opening 360 relative to the direction of air flow (and perhaps water flow, if water enters the openings 520) through the channels 590 toward the radiator and fan assembly 170.

IN THE DRAWINGS:

Filed herewith is a Drawing Change Authorization Request.

IN THE CLAIMS:

Please cancel claims 8 and 19 without prejudice or disclaimer.

Please amend the claims as follows:

4. (Amended) The all terrain vehicle according to claim 3, wherein the inlet end of the intake pipe is positioned above the rear wheels so as to avoid interaction with a water wave created in a front portion of the vehicle when the vehicle travels through water.

5. (Amended) The all terrain vehicle according to claim 1, wherein the intake pipe includes an inlet end and a fastener that connects to a connecting wall between the rear fenders.

7. (Amended) A straddle-type vehicle comprising;
an engine;
a seat having a front portion positioned generally above the engine;
an air intake system operatively connected to the engine;